

The Ames Intelligencer

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Ames Quasquicentennial Exhibition

FACES OF OUR FOUNDERS

Important Citizens (1864-1900)

Octagon Center for the Arts (November 5-26, 1989)

Ames was founded in 1864 during the last six months of the Civil War. The town prospered in the beginning as a result of two important influences. The first of these was its location near the site of the Iowa Agricultural College, established in 1859. The second was the growth in the 1860s of the Cedar Rapids and Missouri railroad (later the Chicago and Northwestern), linking the Ames region to settlements farther west. This trunk line connected Chicago and Omaha, where it, in turn, connected to the first transcontinental railroad. Accessibility and promise attracted settlers to the area.

By mid-year 1864, the railroad had reached Nevada. John I. Blair concluded land deals and maneuvering for the railroad in November 1864 and directed the laying out of the first platt of the town of Ames on December 17, 1864. This original town consisted of approximately 12 blocks and was located north of the railroad's right-of-way, almost to what is now Ninth Street and from Duff to Burnett. By July 1865, tracks were opened through to the new settlement and the first house was built within the city limits. Despite many natural barriers, including boggy, swampy land and difficult river crossings, Ames boasted a population of 656 hardy souls by 1870 when the village became incorporated.

This special issue of *The Ames Intelligencer* highlights some of Ames' important citizens — the faces of our founders.

by Kathy Svec



The Adams Family

Adapted from Gladys Meads

Benjamin and Rebecca Adams came to Ames from Ohio in 1869 and settled east and north of Ames on the Dayton Park Road.

Two of their sons, Jay and James, were long-time Ames residents, and

Jay's sons Chev, Clint, and Frank, and James' son Howard continued to carry on business in Ames.

Jay first worked in Ames at the Tilden General Store. When Benjamin Adams died, Rebecca allotted each son and daughter his or her share of the estate. Jay thought he would go to college with his part, but George J. Tilden, his employer, talked him out of it, advising him that his industry and time were worth more than the years at school. Before long, Jay bought out the grocery store where he worked and went into business with his brother Jim. Later he started Adams Furniture and Undertaking which was located eventually at the corner of Main and Burnett in the former Morriss Livery stable. Most funeral homes at that time were combination businesses.

In 1924, the Adams family bought Wallace Greeley's home at Fifth and Douglas from the Sigma Chi fraternity when that organization moved closer to campus. The Adams' located their mortuary there, where it still stands today. The large cornerstone on the lot was placed there by order of Mr. Greeley and was incorporated into the fence when remodelling took place. In 1916, the Adams family traded their horse-drawn hearse for the first motorized one in Ames, a four-cylinder Buick.

John Insley Blair

by Farwell T. Brown

"Work hard, be honest, and fear the Lord." Throughout his long and colorful career, John I. Blair lived by the advice his father gave him at the age of 13. Blair was to become the "Railway King" of Iowa, directing the building of the first railroad line across Iowa. Under his direction, Ames was platted and recorded as a town in December 1864. He also named our town and probably selected the names for streets in the original town of Ames.

John Insley Blair was born on August 22, 1802 on a small farm along the Delaware River in New Jersey. The Blair family was poor, and at the age of 13, he went to work in a cousin's grocery store. From clerking, Blair moved into larger scale merchandising. He became a man of commanding physical stature and personality. His interests expanded to include the manufacture and distribution of nails, then to the coal fields of Pennsylvania and the operation of iron and steel production in his home state. He was drawn into the building of a railroad to bring coal to the blast furnaces of New Jersey. Railroad building became his driving interest when he first came to Iowa in 1860. He recognized an immediate need for railroads to develop this part of the country.

Blair first met Abraham Lincoln in 1860. During the Civil War, Lincoln talked of the need to develop a national railroad system to establish economic unity following the war. Blair was soon caught up in railroad expansion. He became the president of a number of railroads. As stockholder and chief engineer, he built the Cedar Rapids and Missouri railroad westward to become the Chicago and Northwestern in 1865. Headquartered in the Blair Building in Cedar Rapids, he directed the construction of the line across Iowa.

It was his railroad that put Ames on the first transcontinental system when the golden spike was driven in Utah on May 10, 1869.

Oakes Ames, the Massachusetts congressman, encouraged Blair to attend the Republican Convention in 1860 where he met Lincoln. Ames was a legislative supporter of the railroad's westward development and a stockholder of the Union Pacific.

Blair and Ames met in Cedar Rapids in June 1863, and Ames accompanied Blair and an inspection party, traveling by train as far as Marshalltown, the end of the line at the time. Taking the stage, they continued west through Nevada, observing the railroad under construction to that point. They crossed the Skunk River and the Squaw Creek at a point near the Farmhouse, built just three years earlier for the Iowa Agricultural College and farm. It was to be six years before any classes would begin at the proposed college.

The following year, in December of 1864, Blair directed his engineer, Charles Irish, to plat a town to be located between two streams and to give that town the name "Ames." Blair located other towns across Iowa. He named more than 50 towns in Iowa and Nebraska. Blairstown in Benton County, Blairsburg in Hamilton County, and Blair, Nebraska are examples. Belle Plaine, Ogden, Scranton, Vail, and Whiting, were also Iowa towns that he named. Ames streets bear the names of railroad builders known to Blair and Cynthia O. Duff, with whom he dealt to acquire land for the railroad as he worked westward.

Described as a self-educated man, Blair's energy matched his ambition. John I. Blair's education ended at the age of 11, but he became a talented engineer in his day. His spelling was described as "atrocious," but that did not bother him. Talented in relationships with those who worked under him, he also always had time to socialize with those in influential positions. He abstained from alcohol all his life. In every lot deed in the towns that Blair laid out, he placed a clause providing that should an alcoholic beverage ever be sold or consumed on the property, that lot's title would revert to the Blair Land Company.

Blair accumulated considerable wealth. He was on the construction side of railroad expansion, not involved with the financiers whose manipulations brought charges of graft. He was a religious person and believed strongly in education. John I. Blair gave two lots and a cash contribution to the Congregational Church when it was the first church to be built in Ames in 1865. When he died in 1899 at the age of 97, it was reported that he had given more than five million dollars to charitable and educational institutions.

But most importantly, he left his name and engineering handiwork across Iowa. Ames, today the largest of the towns laid out or named by Blair, became the location of a nationally important educational institution. We might wonder if Blair saw these possibilities when he laid out the railroad line through this area and told his engineer just where to locate our town.



Oakes Ames

by Farwell T. Brown

Oakes Ames was born in Easton, Massachusetts on January 10, 1804 and died May 8, 1873. He engaged in the manufacturing of picks and shovels as a partner with his brother, Oliver Ames. Oakes and his brother were successful in their enterprise as a result of the high demand for their products during the gold rush of 1849.

In 1863, Oakes Ames was elected to represent Massachusetts in the U.S. Congress, serving until 1873. Ames became interested in western railroad expansion following the Civil War. He is said to have conferred with President Lincoln during the war period about the need for a rail system to the west coast to foster a unified country after the divisive war years.

In 1863, the year that Ames was elected to congress, he came to Chicago to meet John I. Blair, with whom he shared a railroading interest. Blair was then building the Cedar Rapids and Missouri railroad in Iowa. They traveled together on a tour of inspection, going by train as far as Marshalltown, the end of the line at the time. Taking a stage there, they traveled on to Nevada. Blair, engineer in charge of construction, was choosing sites for stream crossings and possible station stops.

We can easily believe they made a stop at the Farmhouse on the proposed site of the Iowa Agricultural College. A little more than a year later, Blair would locate a station stop on the low lands between the Skunk and Squaw and designate it as "Ames."

It was Ames' interest in the westward expansion of the railroad involved in federal legislation that assured financial support of the building of a transcontinental rail system. It was his involvement with the Credit Mobilier, however that brought him both public prominence and painful experience.

The Credit Mobilier was a Pennsylvania corporation organized to attract investment in the railroads. Funds raised by selling stock in the Credit Mobilier were in turn used in the building of the Union Pacific from Omaha to the coast. Ames, a stockholder in the Union Pacific, purchased Mobilier stock and, in turn, offered it to his colleagues in congress, with his offer to take their promise to pay after the stock began to pay dividends. He stated freely that he was placing the stock in the "best places" to assure continued interest in the railroad's welfare.

Ames soon found himself to be the object of criticism. The charge was made that he was involved in a bribery scheme. His defense was that his offers of stock were made after the federal legislation financing the railroads had been passed, and his offers could not be construed as bribery. He also contended that the Credit Mobilier was a Pennsylvania corporation and not under any existing federal statute with the result that no law had been violated. He was probably right on these points, and his actions were consistent with the accepted way that railroads were being built in those days. The House of Representatives proceeded to censure him, however, causing him to withdraw from public life in 1873. A part of Oakes Ames' problem stemmed from his own criticism of the rail stock manipulations of certain financially powerful members of his own party outside of congress.

In 1876, the Union Pacific case was heard by the U.S. Supreme Court. The Supreme Court ruled that there had been no wrong-doing resulting in financial loss to the federal government. Oakes Ames had died a "broken-hearted" man three years earlier,

but his sons and other family members contended that their father was exonerated by that ruling. Of the 15 or more congressmen who purchased stock from Oakes Ames, all but three did fully pay him for it. Of the three who did not pay, one was later elected president. None were apparently charged with accepting bribes.

Oakes Ames used his wealth to benefit others in many instances. He endowed a chair in English at Grinnell College. He was a friend of Josiah Grinnell, the minister-turned-journalist who founded Grinnell and whose name the college acquired. On October 7, 1866, Grinnell presided at the dedication of the Congregational Church, the first church organized in Ames. At the conclusion of the dedication, Josiah Grinnell announced that he was writing to his friend, Oakes Ames, suggesting that he should present a bell to the first church in the town that bore his name. On January 8, 1867 at the annual meeting of the Congregational Church Society of Ames, a motion was made to express "our thanks to the Honorable Oakes Ames for his very liberal and generous donation to our Society of a magnificent bell." That bell still rings on Sunday mornings in the Congregational Church, still located on the corner of Kellogg and Sixth Street in Ames.



Cynthia O. Duff

*Adapted from Gladys Meads
by Nancy Ezarski*

Cynthia O. Duff was a land agent, restaurateur, and a feminist before her time.

Cynthia and her husband, Alexander, arrived in Story County in 1864 from Syracuse, New York. The Duffs came to Iowa financially better off than some and were able to purchase 320 acres of land where the

Meeker Elementary School is today running south to 13th Street. Her husband cleared and farmed the land. It is said that they had a sprawling farm house with windows to the floors.

Cynthia had been an army nurse and telegrapher before coming to Iowa and was used to men's ways and hard work.

In August 1864, Mrs. Duff, acting as "middle man" for railroad man John I. Blair, purchased 320 acres from several residents of Ames (Isaac Black, Samuel and Sarah Hiestand, and rivals L.Q. and Abigail Hoggatt). This land was then sold to John I. Blair on November 5, 1864 for \$3,775, the total amount paid by Mrs. Duff.

Forty acres of this land was platted as the original town of Ames and laid in blocks and lots. This is what is known as Old Town in Ames today.

Mrs. Duff made these arrangements without the sellers knowledge, as they were against the railroad coming too close to their own property.

Mrs. Duff was able to take advantage of the railroad by feeding the hands that were working on the railroad when she opened her restaurant on Main Street. This restaurant was located in the middle of the center block on the south side of Main Street which is a walk-through to the parking lot today. Located in front of the Duff eating establishment was the post office.

Through the influence of Mrs. Duff and John I. Blair, the Cedar Rapids & Missouri railroad deeded two lots worth \$300 to the Congregational Church Society, which is where that church is located today.

Cynthia Duff was also a carpenter, helping to make the window sashes and fit the windows into the frames for this church.

So well-known was Mrs. Duff that when a package came to the church marked "COD" it was delivered to her, being Cynthia O. Duff.

As Ames grew and developed, property values increased and in June of 1877 shrewd Cynthia advertised lots for sale. These were lots from the Duff farm. Her husband Alex was also advertising them for sale, and it seemed they enjoyed the competition.

Though in the early years Cynthia Duff was respected and "feared," in the early 1900s, she became

widowed, poor, and frail. She lived with the McElyea family until her health declined and she had to go to the "poor house over the hill," where she passed away.

Cynthia Duff still lives on in Ames. Duff Street bears her name, Kellogg was her maiden name, and Main Street until 1910 was Onondaga Street, named after her native county in New York state.

Lucian Q. Hoggatt

by Kathy Svec

Lucian Quincy Hoggatt arrived in Story County from Indiana in 1860, eventually settling north of Lincoln Way, west of Grand. When the area between the Skunk River and Squaw Creek was sited as the possible location for the advancing rail line, Hoggatt and several other landowners in the area opposed selling to the railroad - not wanting the "monster at his door." When an inquiry to purchase was forwarded by Cynthia Duff "for her uncle back east," he sold land between Grand and Burnett to her. It is well-known that Cynthia Duff's uncle was indeed the railroad. Hoggatt's land was eventually crossed by two railroads, which he came to support.

Hoggatt was elected the fourth sheriff of Story County in 1861 and re-elected in 1863. During this term, he enlisted in the Union Army, but his Civil War service was cut short by a farming accident shortly before his departure, resulting in the loss of his leg. He was denied his fighting career, but not one in politics. He was known as a fiery and spell-binding orator who was not above confusing the issues when opponents rose to debate. He often managed to divert attention by driving pins into his cork leg while the other fellow was talking!

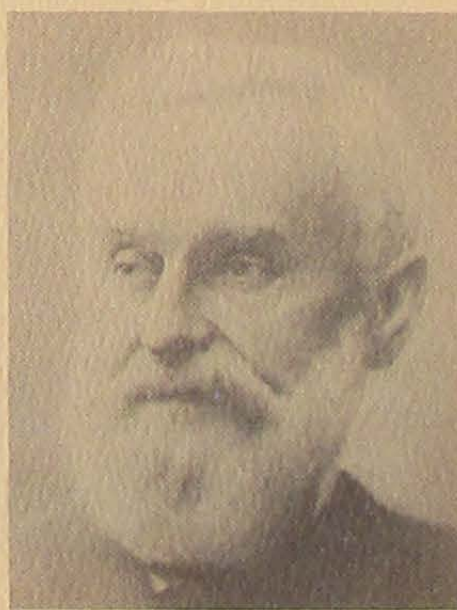
In 1862, Hoggatt School was built in Ames on land given by Colonel Hoggatt. In 1866, Hoggatt was a partner in a grain warehouse, among the first commercial ventures in Ames. He served as Ames' second postmaster in 1869. In 1874, he was elected the representative from Story County to the 15th General Assembly of Iowa, serving two years. In 1878, at age 63, he was the "greenback" candidate for the Ninth District Congressional seat. Though defeated, he toured Iowa in

his famous one-horse buckboard, delivering impassioned speeches to advocate the adoption of a single currency.

Born in 1815, Hoggatt died just short of his 81st birthday in 1896. He lived by the words, "Augment happiness and decrease the woes of mankind." Although his schooling ended at age 13, he was an avid reader and possessed a prodigious memory, making him a formidable foe in debate. His interest in public questions never died, and he would often change sides depending on the issue at hand. His expressed wish during his last illness was that he might live to cast one more vote and see the results of another election.

He and his wife, Abigail, raised a family of nine children. In 1873, the Hoggatts built a magnificent house on the site of the present day Pyle office park. A two-story connecting, balconied hallway was added to the sturdy brick structure in 1890. The house proudly held the second bathtub in Ames!

The road at the western-most edge of the new village leading to Hoggatt's farm was called "Hoggatt Street." Despite its formidable namesake, local humorists referred to the lane as "Pig Alley." Eventually, residents petitioned to have the name changed. In 1909, Hoggatt Street became Grand Avenue.



Adonijah Welch

Adapted from Robert T. Hilton

Adonijah S. Welch was recruited in 1868 to come to the newly-established Iowa Agricultural College. Then a Florida fruit grower, Welch was the son of a Connecticut farmer, graduating from the University of Michigan with honors. He had studied law, taught school, prospected for gold in California, and became

the first principal of the school that became Eastern Michigan University. Welch was the choice for the first college president. He agreed to the invitation - provided he was chosen unanimously for a "relatively long term" at a salary of \$3,000 with a house and could serve out his Florida senatorial appointment. These terms were promptly met.

Welch and his family arrived by rail on a rainy September afternoon in 1868 and stayed in the humble accommodations of the Farmhouse. Iowa Agricultural College consisted of a cluster of farm buildings, a grove of apple trees, a row of willows, and the half-completed Main Building.

The gala opening of I.A.C. and Welch's inauguration took place on March 17, 1869. Classes began with 173 students enrolled and women admitted on an equal basis with men. Under the direction and example, relentless drive, and gentle humor provided by Welch, the new venture flourished against all odds. He pioneered fields such as landscape architecture, genetics, philosophy of science, and history of civilization. Welch himself taught rhetoric, German, Shakespearean literature, psychology, geology, political economics, and sociology. Welch's wife, Mary, developed the domestic economy curriculum, the first at a land grant institution.

Eventually, Welch's development of a broad-based education at Iowa Agricultural College brought about his downfall. Spirited opposition from those who thought the curriculum should provide narrower practical training lead the trustees to relieve Welch of his presidency in 1883. He continued his professorship of psychology and history of civilization until his death in 1889.



Captain Wallace M. Greeley

by Farwell T. Brown

Captain Greeley, founder and donor of the original wing of Mary Greeley Hospital, was born on a farm in Orleans County, New York in 1838. The son of hard-working farm people, he was educated in the common school of his day and early acquired the frugal habits and earnest ambitions that determined his life's direction.

Greeley began his career as a school master in New York. At Elliptown, New York, he met Mary Victoria Young while attending a teacher's institute, and they married on November 8, 1866. Young Greeley volunteered in the Union Army of 1861, and by war's end he achieved the rank of Major. He preferred, however, to be called "Captain," and his associates and friends always referred to him as Captain Greeley. Greeley arrived in Ames in 1866 when the population was a few hundred inhabitants. His capital consisted of four years of Union Army pay which he had religiously sent home for safekeeping. He first purchased a farm south of Ames where he and Mary worked until 1876 when they purchased a home on the west side of Douglas Avenue at the Eleventh Street corner. In 1882, they built the home that is today the Adams Funeral Home.

Captain Greeley's interests drew him to the banking business, and, in 1881, he founded the Union Bank, the first corporate bank in Ames. His great loyalty to the Union Army is said to have been the reason for his selection of the "Union" name for his bank, which has become the present-day United Bank and Trust of Ames.

Greeley did much for the developing city of Ames, often contributing

in a less visible way. Many a vital cause received his support at a critical moment. He was mayor of Ames from 1888 to 1890. Always promoting education, he served on the Ames School Board and, with his wife Mary, contributed to the original site for the Ames Public Library. He served three terms in the Iowa Legislature where his knowledge and experience were highly respected.

The Greeley's lost their two children in infancy, and when Mary died in 1914, it became Captain Greeley's desire to see Ames have a hospital. On July 29, 1915, he announced his plan to build that hospital, selecting the site at Twelfth and Douglas, which he felt offered room for future expansion.

On December 29, 1915, site preparation began and on September 24, 1916, the Mary Greeley Memorial Hospital was dedicated. Two thousand people were present when Captain Greeley spoke with feeling about how the hospital represented the affection that Mary Greeley held for the Ames community. "It affords me great pleasure, more than words can express, that I can contribute something towards the welfare of not only those now in need, but also for those who will be here long after we have passed away," he concluded.

Captain Wallace M. Greeley died on February 14, 1917, leaving prominent evidence of his interest in the welfare and development of our city.

The Tildens

Author unknown (story originally published in the "Bulletin Board")

Ames was a mere village in 1869 when Major George G. Tilden, veteran of the Civil War, came from Vermont to establish himself in the general merchandise business. His wife Lydia Cooper, a graduate of Mount Holyoke College, was the first woman member of the board of education and later served as its president. His two elder sons, Lucian and J. Galen, graduated from Iowa Agricultural College and were to serve their community in various capacities as mayor, member of the board of education, postmaster, and civic and party leaders.

Lucian continued working in his

father's store until his retirement in the late 1940s. Galen founded one of Ames' most flourishing businesses, the Tilden Manufacturing Company, which later became Collegiate Manufacturing Company and Collegiate-Pacific. One daughter, Mary, was the wife of Harry Brown, who maintained one of Ames' oldest insurance agencies and whose father, Captain K.W. Brown, established the first grocery store in Ames. Another daughter, Winifred, was at first the entire staff and later served as head of the Women's Physical Education Department at Iowa State College. Inspired by Oxford pageantry in England, she organized May Day pageants for many years at the college. The youngest son, George, cashied for a time at the Union National (now United Bank and Trust) Bank before establishing his own bond business in Seattle, Washington.

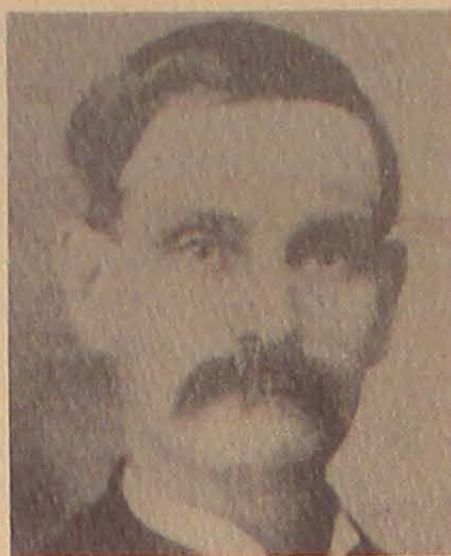
The general merchandise store which, after Major Tilden's death in 1892 was known as Tilden Brothers and Company, was incorporated in 1910 as the Tilden Store Company. It remained on the original site until 1972, with Clark Tilden, grandson of the original founder, as president.

Samuel J. Starr

by Kathy Svec

Samuel J. Starr was a doctor in Ames' earliest days, as well as the proprietor of the Starr and Breene-man Drug Store. He built the octagon-shaped house in the 1870s on the south side of the railroad right-of-way in the Kingsbury addition to Ames. Dr. Starr had figured out mathematically that in an octagon you could get the same number of square feet inside a house as in a square or rectangular shape, using less materials. An octagon shape also heats more efficiently.

Originally located at 128 Sumner near Orning Glass, the house featured a cupola that was removed in the 1930s. When the Ames Society for the Arts was founded, they took its name - the Octagon - from the shape of the structure that served as their first home. The badly deteriorated house was burned in the late 1970s in a practice fire to train firefighters.



Parley Sheldon

by Farwell T. Brown

Parley Sheldon was born on June 7, 1844 on a farm in Cuyahoga County, Ohio. In 1861, he enlisted in the 175th Ohio Volunteer Infantry and was honorably discharged in August 1865. In September 1865, he married Frances A. Judd, also a native of Cuyahoga County, Ohio.

The Sheldons came to Iowa in 1874 and farmed south of Ames until 1882 when they moved into town. Sheldon first engaged in livestock buying and selling. In 1890, he purchased the Story County Bank at Douglas and Main Street. Sheldon and the Munns later built the Sheldon-Munn Hotel, and Sheldon's bank moved to the corner location of the hotel's ground floor. His bank merged, on January 1, 1932, with the Union National Bank, becoming the Union Story Trust and Savings Bank. Today, that bank is known as the United Bank and Trust of Ames.

Probably no man in the early days of Ames was more distinguished for his public-spirited service to the town. He was first elected to the city council in 1883, and he became mayor in 1884. Called the "Perennial Mayor," Sheldon was mayor of Ames for 18 years over a 32-year period. In his fifth year as mayor, the construction of a municipal light plant was first discussed and planned. Its construction and operations were begun in 1894. He is said to have saved the light plant when, in 1909, it was put to public vote to accept a private industry offer of \$40,000 for the plant. A few days before the vote was held, Parley Sheldon placed his offer of \$50,000 before the council. The vote to sell failed by ten votes, 138 to 148.

Sheldon was instrumental in the development of the Ames and College Railroad in 1892. One of his diversions was to board the Dinkey steam train and take over the

controls for a run to the campus and back. A Democrat of influence, he was a strong lobbyist for Iowa State College.

He also served as postmaster from 1885 to 1890, and again from 1894 until 1898. Interested in good roads for the State of Iowa, he was an active member of the United States Good Roads Association, bringing their national convention to Des Moines in 1928. An officer in both the Jefferson and Wilson Highway Associations, Sheldon was able to see both routes located through Ames. In 1904, when the Iowa Highway Commission was first established in Ames in Iowa State's Engineering Hall, it was Parley Sheldon who became a prime mover in making Ames the permanent location for the commission. He organized the purchase of the site for the first Highway Commission building built in 1923.

Sheldon was president of the Ames Chautauqua Association for many years. He was a member of both the Ames and Des Moines Chambers of Commerce. This public-spirited Ames pioneer died on May 22, 1932. His influence was said to have been widely felt primarily because of his natural ability to make friends, and his willingness to put community interest ahead of self-interest.

job at the age of 17 in a rural school two miles south of Nevada. In 1861, a one-acre site located just east of Squaw Creek was deeded by Lucian and Abigail Hoggatt to construct a school.

Completed by June 1862, the Washington Township school was ready for its first term. Sarah Emery was the first teacher. She boarded with the William Fitzpatrick family who lived in the Farmhouse, the first building at the newly-established Iowa Agricultural College and also a stagecoach stop. The school's first dozen students were mostly from those two families - the Hoggatts and the Fitzpatricks. The area had about a dozen dwellings. It wasn't to be established as a town for 2½ more years.

On July 4, 1865, Sarah married Thomas Gossard while he was on furlough from the Union Army during the Civil War. The young husband left very soon to return to the army, but the war was shortly over and Thomas returned home.

The Gossards had four children between 1866 and 1874. Thomas died in 1890, and Sarah moved to Ames with her children. She lived until the age of 95.

Henry May

by Suzanne Kelly

In 1867, Henry May took over as schoolmaster at the Hoggatt School, becoming the first Ames teacher. He taught for three terms and served the children of the Fitzpatrick, Adams, Hoggatt, Hiestand, and McCarthy families among others. He left Ames to operate a drug store, but came back and became Ames' first rural delivery mail carrier. He was a highly educated man, originally from Connecticut. During the Civil War years, he had served in the diplomatic service, assigned by the State Department to serve in Africa. The last year there, he had been seriously ill with the black plague and had been given heavy doses of brandy and quinine. For health reasons, he resigned from the diplomatic service and came to teach in a rural setting. The addiction to the drugs he had been given continued to bother him throughout his life. He died in 1919 in his 90's.



Sarah Jane Emery

by Suzanne Kelly

In 1857, Sarah Jane Emery came by boat to Keokuk, Iowa and then overland by team. She was originally from Sedalia, Ohio. Her father had been a member of the underground, and their home had been a stopping place for runaway slaves seeking their freedom in Canada. In 1858, Sarah took her first teaching



Kendrick W. Brown

By William J. Peterson

Kendrick W. Brown was born in Jefferson County, New York on July 4, 1842. He responded to Lincoln's first call for volunteers in 1861 and served four years in the army, being wounded several times during his service. He was mustered out as Captain in Company "K" of the 186th New York Volunteer Infantry.

Brown was married in 1866 to Lydia Ann Gates. The young couple came at once to Ames, where he became the first grocery merchant. He was shortly enticed to take up salesmanship and, in 1872, became a traveling salesman for a New York hat and glove house, which he continued for many years. Kendrick W. Brown was one of those tireless "Knights of the Grip" who played a dynamic role in the growth of his home town and state. There can be little doubt that the successful salesman did much to further the economic growth of Iowa.

A charter member of the First Baptist Church in Ames, Captain Brown was widely known throughout Iowa. His three passions were his home, the church, and the furtherance of the cause of temperance in Iowa. It was in the cause of temperance that Captain Brown gained statewide fame, running for lieutenant governor of Iowa on the Prohibition ticket in 1906 and for governor of Iowa on the same ticket in 1908. He garnered 9,118 votes for governor.

His first wife, Lydia, died on February 6, 1885, and he later married Margaret Mitchell. For 60 years, K.W. Brown lived in his spacious brick home in Ames. During this period, he was identified with every worthwhile enterprise for the up-building of the community in which he took great pride.

When Kendrick Brown died on April 30, 1926, he was nearly 84 years old. His wife Margaret, four children, ten grandchildren, and two great-grandchildren survived him. His exemplary character won for him a legion of friends and admirers throughout Iowa, scores of whom traveled long distances to attend his funeral.



Daniel McCarthy

by Joan Baker

Daniel McCarthy was born in Leeds County, Ontario, Canada, on January 11, 1833. Daniel's father, an immigrant from County Cork, Ireland, taught school in Canada for 33 years. He was an advocate of education of the masses and was one of the first supporters of free education in Canada, a cause his son eventually took up.

After receiving his education in Canada, Daniel McCarthy first tried his hand as a carpenter but, shortly thereafter, decided to become a sailor shipping out from New York. After a few months, he immigrated to Chicago and took a position as a firefighter on the Illinois Central railroad. He came to Iowa in the winter of 1854 and settled first in Marshall County, and then at Fairview (now Story City) in April 1856. In Story County, he installed a steam plant in a sawmill owned by a Mr. House, the first steam-powered sawmill in the county. McCarthy and Mr. House later moved the sawmill to New Philadelphia which later became Ontario, now part of Ames.

At age 25, McCarthy married Mary Ann Ross, the daughter of one of his patrons at the mill. McCarthy bought the mill from Mr. House and, after two years, sold the mill and again took up the carpenter trade. During these years, he spent his

spare time studying law. After 12 years of study, he was admitted to the bar in 1870, remaining in active practice for 40 years. McCarthy practiced law with John L. Stevens and George Underwood. His last partner was his son-in-law, Judge C.G. Lee.

When McCarthy came to Story County, he bought 160 acres in Washington Township where he erected the first frame house in the township. That house still stands today at 930 Ash Avenue, maintaining much the same character as it did when it was built in 1864. McCarthy and his wife reared nine children in that house. One of the daughters was Emma McCarthy Lee in whose memory the park was named. In 1897, the McCarthy family moved to 511 Grand Avenue, which in later years became Packer's Tea Room, Coe's Flowers, and now Shoppes on Grand. McCarthy was one of the leading citizens of Washington Township and Ames. It was largely due to his efforts that the Iowa Agricultural College was located in Ames. He donated money for its purpose and leveled and staked off the ground for the first two buildings. It was also largely due to McCarthy that the Northwestern railroad came through Ames. He donated money to pay for the preliminary survey and helped to convince more conservative citizens of the advantages of the railroad.

Sponsored by the Ames Heritage Association, Octagon Center for the Arts, Ames Community Arts Council and Commission on the Arts

Thanks to Farwell Brown, Sharon Wirth, Nancy Ezarski, Alice McDuffee, Don Faas, Bruce Kellogg, Edna Svec, Suzanne Kelly, Joan Baker and the families of the featured founders

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